(b) if so, the reasons therefor;

(c) the losses incurred by trains, train-wise on each trip;

(d) whether Government propose to cancel these trains; and

(e) the corrective measures taken/proposed to be taken to cover up the losses and improve the services and capacity utilization in these trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) Profitability of individual trains are not maintained on Indian Railways.

(d) and (e) 2071/2072 Tatanagar-Ranchi Jan Shatabdi Express has been replaced by MEMU services w.e.f. 10th February, 2003. In order to improve the capacity utilization and make the Jan Shatabdi trains more popular, it has been proposed in the Railway Budget 2003-04 as under:—

(i) To reduce the basic fare from the existing mark up of 10% to 5% over the fares of corresponding class of Super fast Mail/Express trains.

(ii) The catering services shall be made optional on these trains.

Signalling System During Fog

1819. DR. ABRAR AHMED:
SHRI RAJEEV SHUKLA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the existing railway signalling system has severe limitations during foggy weather; and

(b) if so, the steps proposed to be taken in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) Even though existing signalling system has limitations during foggy weather, instructions exist for train passing staff for steps to be taken during foggy weather to run the trains safety. Installation of modern signalling systems, like cab signalling, can help in movement of trains in

foggy weather. A pilot project of Radio based Automatic Warning System (European Train Control System--ETCS) which also incorporates cab signalling as one of its components has been sanctioned on Mathura-Palwal section of Central Railway. The project, however, has been put on hold due to high cost.

Derailment of Kamrup Express

1820. SHRI GHULAM NABI AZAD:
SHRI RAJKUMAR DHOOT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact in the North-Eastern Sector, Kamrup Express got derailed twice during January last;

(b) if so, the details thereof and the reasons therefor;

(c) whether any inquiry has been ordered into the accidents; and

(d) the preventive measures taken for the safety of passengers in future in this sector?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) Yes, Sir. Details of two accidents are as under:—

1. Derailment of 12 coaches of 5959 UP Kamrup Express, between Tihu-Pathsala stations of New Bongaigaon-Changsari section, Alipurduar Division, Northeast Frontier Railway on 10.01.2003. As per provisional findings contained in the preliminary Inquiry Report of Commissioner of Railway Safety/Northeast Frontier Circle, the accident occurred due to 'failure of equipment'.
2. As a result of bomb blast on the track, train engine and first three coaches of 5960 Down Kamrup Express derailed between Diphu-Nailalung stations of Dimapur-Lumbding Section, Lumbding Division, Northeast Frontier Railway on 20.01.2003.

(d) Following preventive measures have been taken for the safety of passengers:

(i) A non-lapsable Special Railway Safety Fund of Rs. 17,000/- crore has been set up for renewal of over aged assets and for safety enhancement works.